



SOUTH AFRICAN NOTICE TO MARINERS JUNE 2004 EDITION

**PUBLISHED MONTHLY
BY THE
HYDROGRAPHIC OFFICE
CAPE TOWN**

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IMPORTANT

Mariners are requested to inform the Hydrographer, Private Bag X1, Tokai 7966, immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in South African charts or publications. Copies of form HO-16, which is a convenient form on which to send in a report, may be obtained gratis from any Official Chart Agent or the reproduction at the end of Section VI of the monthly edition of Notices to Mariners.

In addition to postal methods, the following additional communication facilities are available :

| | | |
|-----------------------------------|----------|--|
| Notices to Mariners Web site : | Web : | http://www.sanho.co.za |
| Urgent navigational information : | Fax : | 021 787 2228 |
| | Phone : | 021 787 2445 |
| Other navigational information : | Phone : | 021 787 2444 |
| | E-mail : | hydrosan@iafrica.com |
| General information : | Phone : | 021 787 2408 |

**Captain A. Kampfer
Hydrographer, SA Navy
NAVAREA VII Co-ordinator**

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

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|-------------------|----------------|--------------|
| 1001 (INT 2611) | 55 | 1 |
| 1001 (INT 2611) | 56 | 1 |
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| SAN Publications | Notices | Pages |
|--|----------------|--------------|
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| SAN Charts - New Charts / Editions | Notices | Pages |
|---|----------------|--------------|
| NIL | | |

| SANHO Publications - New / New Editions | Notices | Pages |
|--|----------------|--------------|
| NIL | | |

Spheroid / GPS Positions

All positions quoted in these Notices are referred to **Clarke 1880 (Mod) Spheroid** unless otherwise stated. On chart scales of **1: 100 000 and smaller**, positions from **GPS receivers** set to **WGS 84** may be plotted directly on these charts. Mariners are warned that **insertion of Clarke 1880 (or other) positions on Automatic Plotters which are set to WGS 84 Spheroid can result in inaccurate navigation practices.**

Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number. These are printed on one side of the paper in order that they may be cut and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

Permanent Notices

Permanent corrections in Section II are marked by a star adjacent to the notice number to indicate that the notice is based on original information. Periodic lists of permanent corrections pertaining to affected navigational charts and publications are published annually and copies may be obtained from the Hydrographic Office or through a Chart Agent.

Chart Corrections

Further details are contained in NP100 The Mariner's Handbook which should be consulted for the correct procedures of filing, inserting and noting all types of corrections on nautical charts and other hydrographic publications. The Handbook may be obtained from Admiralty Chart Agents in Cape Town and Durban. Consult SAN HO-6 for Symbols and Abbreviations used on SAN Charts and NP735 for an illustrated explanation of the IALA Maritime Buoyage System.

Provision of Notices to Mariners

These Notices are *gratis* and may be obtained on request from the Hydrographic Office or through the approved Chart Agents. Additional copies required of "block" chart corrections can also be obtained through the above procedure.

Radio Navigational Warnings

See Note at the start of Section IV.

GUIDANCE NOTES FOR VIEWING AND PRINTING NOTICES USING ADOBE ACROBAT

For optimum results when viewing and printing material from the PDF digital files please note the following:

The minimum specification is a 486 PC with Windows 3.1 and 4MB of RAM.

When printing data from the files, ensure the Fit to Page icon in the Adobe Acrobat print menu is switched off before printing. Otherwise large text pages will be compressed, or large size Blocks may not fit the chart.

If printing text or monochrome NM Blocks, the minimum specification is an Inkjet or good quality Laser Postscript printer with at least 6 MB of memory. (NB. If using a Postscript printer, ensure the Postscript printer driver is installed).

For printing Colour NM Blocks the minimum specification of printer is a good quality Ink Jet/Laser printer with 300 dpi resolution or greater.

If using certain types of Ink Jet printer ensure the setting is set to Dithered screening not Pattern screening.

Printed colour copies should be compared with the colour image on screen to ensure that all the colours have reproduced correctly. Printer property resolution and ink density may need to be increased or adjusted to obtain the best results.

Ensure the Colour Ink Cartridge is in accordance with the printer manufacturers specifications. Minimum paper specification for printing Colour NM Blocks is International paper size A4, thickness/weight 80 gsm paper. (The same paper as used for NM Blocks in the NM Weekly). NB. (Ensure the paper quality is in accordance with the Printer manufacturers specifications).

The Hydrographer does not accept any liability for the display and printing of these digital Notices to Mariners on the users equipment.

I

TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 29 June 2004

TEMPORARY NOTICES

2001 Series

95(T) Namibia Lüderitz Tiger Reef Buoy missing.

2002 Series

71(T) Namibia Lüderitz seawards Foul Area.
78(T) Namibia Baker's Bay Foul Area.
89(T) Namibia Bogenfels Anchor Obstructions, Foul Area.
111(T) RSA Saldanha Bay Oil Production Platform in position.

2003 Series

44(T) RSA Houtbaai North Mole dangerous.
45(T) RSA Port Elizabeth Construction of Ngqura harbour.
64(T) RSA Durban Oil Terminal SBM Buoy laid.
70(T) RSA Houtbaai North Mole Light moved.
72(T) RSA Lambert's Bay Scientific Buoy Mooring.
73(T) RSA Cape Barracouta Wave Rider Buoy.

2004 Series

25(T) RSA Simon's Bay Submarine Mooring Buoy temporarily removed.

PRELIMINARY NOTICES

2004 Series

41(P) RSA Table Bay Murray's Harbour, Construction in progress.

II

ERRATUM

1. Amend South African Notice to Mariners 44* (page 1) to read Previous Update 42/04 after SAN SC 4.

SA NAVY SAN CHARTS OF SOUTH AFRICAN AND NAMIBIA THAT ARE REFERRED TO THE WGS 84 SPHEROID

The following is the current list of SAN charts of South Africa and Namibia that are referred to the WGS 84 spheroid.

| | | | |
|-----------------|-----------------|-----------------|-----------------|
| 76 (INT 2640) | 79 (INT 2670) | 87 (INT 7570) | 90 (INT 2051) |
| 113 | 114 | 125 | 126 |
| 132 | 133 | 134 | 1001 (INT 2611) |
| 1003 | 1012 (INT 2672) | 1015 | 1017 |
| 1024 (INT 7531) | 1025 (INT 7532) | 1030 (INT 7561) | 1032 (INT 7572) |
| 1033 (INT 7571) | 2004 | SC3 | SC5 |

MISCELLANEOUS

1. Mariners are advised that South African Notices to Mariners is available in PDF format on the internet at


Website : <http://www.sanho.co.za>

2. Mariners attention is invited to the fact that the Hydrographic Office E-Mail address hydrosan@iafrica.com is only manned during office hours, Mondays to Friday (Public Holidays excluded), between the hours of 0600 UTC and 1400 UTC. Only matters of a routine nature must be forwarded by this method. All urgent messages must be forwarded via Fax number 021 787 2228.

55* NAMIBIA, West Coast - Walvis Bay - Wreck

Source : Hydrographer

SAN 1001 (INT 2611) [Previous Update 43/04]

1. Insert : *Wk* to the east of  in position 22°53'.82 S 014°26'.55 E
(SAN 1001)

56* NAMIBIA, West Coast - Walvis Bay - Depth Sounding

Source : Hydrographer

SAN 1001 (INT 2611) [Previous Update 43/04]

1. Amend : *125* to read *123* in position 22°53'.6 S 014°30'.1 E
(SAN 1001)

57* NAMIBIA, West Coast - Lüderitz - Tide Gauge

Source : Hydrographer

SAN 1002 (INT 2631) Harbour Panel [Previous Update 69/03]

1. Delete :  Tide Gauge in position 26°38'.71 S 015°09'.30 E
(SAN 1002)

IIA

LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED BY THE MOZAMBIQUE INSTITUTE OF HYDROGRAPHY AND NAVIGATION (INAHINA) IN FORCE

Nil prior to these Notices.

2003 Series

| | | |
|-------------|--------------------|------------------------|
| 02MOZ(T)/03 | Porto de Maputo | Buoys unlit. |
| 03MOZ(T)/03 | Baía de Inhambane | Barra Falsa unlit. |
| 06MOZ(T)/03 | Porto de Inhambane | Farol Da Barra unlit. |
| 07MOZ(T)/03 | Porto de Maputo | Buoys out of position. |
| 09MOZ(T)/03 | Porto de Maputo | Buoy unlit. |

2004 Series

| | | |
|--------------|-------------------|--------------------------------------|
| MOZ 08/04(T) | Port of Maputo | Buoy 5 temporarily out of position. |
| MOZ 13/04(T) | Port of Maputo | Buoy 2N temporarily out of position. |
| MOZ 14/04(T) | Port of Maputo | Buoy 7 temporarily out of position. |
| MOZ 15/04(T) | Port of Quelimane | Buoy P temporarily out of position. |
| MOZ 20/04(T) | Port of Maputo | Cais de Bombagem temporarily unlit. |
| MOZ 22/04(T) | Port of Maputo | Buoy 5 temporarily unlit. |

MOZ 08/04(T) MOZAMBIQUE, Port of Maputo - Buoy temporarily out of position

Source : INAHINA

MOZ 496 and BA 644, 646

1. Insert : Legend (*Temp. Out of Position*) adjacent to following buoy:

Buoy No 5 in position 25° 55'.49 S 032° 51'.53 E

MOZ 13/04(T) MOZAMBIQUE, Port of Maputo - Buoy temporarily out of position

Source : INAHINA

MOZ 496, 49659 and BA 644, 646

1. Insert : Legend (*Temp. Out of Position*) adjacent to following buoy:

Buoy 2N in position 25° 46'.18 S 032° 49'.74 E

MOZ 14/04(T) MOZAMBIQUE, Port of Maputo - Buoy temporarily out of position

Source : INAHINA

MOZ 496, 49659 and BA 644, 646

1. Insert : Legend (*Temp. Out of Position*) adjacent to following buoy:

Buoy 7 in position 25° 56'.60 S 032° 42'.66 E

IIA cont

MOZ 15/04(T) MOZAMBIQUE, Port of Quelimane - Buoy temporarily out of position

Source : INAHINA

MOZ 49659 and BA 650

1. Insert : Legend (*Temp. Out of Position*) adjacent to following buoy:

Buoy P in position 18° 04'.39 S 037° 01'.58 E

MOZ 20/04(T) MOZAMBIQUE, Port of Maputo - Light temporarily unlit

Source : INAHINA

MOZ 496A, 46659A and BA 646

1. Insert : Legend (*Temp. Unlit*) adjacent to following light:

Cais de Bombagem in position 25° 57'.10 S 032° 31'.70 E

MOZ 22/04(T) MOZAMBIQUE, Port of Maputo - Buoy temporarily unlit

Source : INAHINA

MOZ 496A, 49659A and BA 646

1. Insert : Legend (*Temp. Unlit*) adjacent to following buoy:

Buoy 5 in position 25° 55'.49 S 032° 51'.53 E

III

SAN CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS / EDITIONS

Nil

IV

CORRECTION TO SAN PUBLICATIONS

58/04 ANNUAL SUMMARY OF SOUTH AFRICAN NOTICES TO MARINERS - 2004 EDITION

Source : SAMSA

1. Page ii CONTENTS

Insert : After Notice No 24, the following :

- 25. South African Maritime Safety Authority (SAMSA) Reporting System.....51- 54
- 26. Merchant Shipping(Maritime Security) Regulations, 2004, in South African waters and ports...55-57

SOUTH AFRICAN NOTICE TO MARINERS NO 25 OF 2004

Insert : New Notice No 25 of 2004 after Notice No 24 of 2004. See new entry.

SOUTH AFRICAN NOTICE TO MARINERS NO 26 OF 2004

Insert : New Notice 26 of 2004 after Notice No 25 of 2004. See new entry.

59/04 SOUTH AFRICAN SAILING DIRECTIONS 4TH EDITION - 2003

Source : Hydrograper

1. Page 8-4 GENERAL

Amend : Under para 4 3 submarine canyons to read 4 submarine canyons

Insert : Under para 4 After, These canyons occur in the following positions:

- Leven Canyon; (27°55'S, 32°37'E)
- Diepgat Canyon; (27°37'S, 32°40'E)
- Wright Canyon; (27°29'S, 32°43'E)
- White Sands Canyon; (27°27'S, 32°43'E)

2. Page 8-7 CAPE VIDAL TO JESSER POINT

Amend : Under para 8 Submarine canyon to read Leven Canyon

3. Page 8-8

Amend : Under para 23 Submarine canyon to read Diepgat Canyon

INTENTIONALLY
BLANK

IV cont\

4. Page 8-9

JESSER POINT TO PONTA DO OURO

Amend : Para 6 to read

Two submarine canyons is situated south of Gobey's Point. Wright Canyon is 3 nm south of Gobey's Point and White Sands Canyon is 8 cables south of Gobey's Point. Vessels navigating in the vicinity should be prepared to obtain unexpectedly deep soundings (see section 8.3.4).

Amend : Under para 3 - line 4

In due course this beach becomes silted up and the marsh of the mouth...

5. Page 8-10

Amend : Under para 13 - line 3

157 m

to read

159 m

Amend : Under para 26 - line 1

two miles south
80 m high hill

to read
to read

1,8 miles south
75 m high hill

V

60/04

CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1 (New Edition 2002)

Source : SAMSА

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSА) REPORTING SYSTEM

Insert : Accompanying new entry after page 74.

Note : The SAMSА Reporting System will be promulgated in the 2004 New Edition of SAN HO-1 presently in preparation.

INTENTIONALLY
BLANK

VI

NAVAREA VII Messages and Coastal Navigational Warnings Bulletin in force as at 29 June 2004

See NM 3/2004. Broadcast Warnings are available at Port Offices and remain valid until cancelled or until superseded by this and/or other broadcast bulletins.

NAVAREA VII MESSAGES

Nil Prior to these Messages

2004 Series

| | | |
|-----|----------------------|---|
| 068 | South Atlantic Ocean | Uncharted Wreck. |
| 069 | South Atlantic | Riglist. |
| 070 | Mozambique Channel | Light Unlit |
| 072 | Mozambique Channel | Buoy No 5 unlit. |
| 073 | RSA | Pre-arrival and pre-entry information into South African Ports. Marine Notice no 19 of 2004. |
| 074 | South Atlantic Ocean | Rigmove. |
| 075 | Indian Ocean | Rocket carrier elements falling. |

COASTAL NAVIGATIONAL WARNINGS

Nil Prior to these Messages

2004 Series

| | | | |
|-----|---------|------------------------------|---|
| 230 | RSA | Richards Bay | Shallow depth due to gypsum build-up. |
| 231 | RSA | Tugela River | Lighthouse operating on reduced power, character changed. |
| 233 | Namibia | Lüderitz | Swamped anchors. |
| 251 | RSA | Saldanha Bay | North Head Light removed. |
| 252 | Namibia | Bogenfels | Swamped mining tools abandoned. |
| 256 | RSA | Port St Johns to East London | Lifebuoy and light adrift. |
| 260 | Namibia | West Coast | White and red cylinder buoy. |
| 268 | RSA | False Bay | Cofferdam marked with buoys. |
| 274 | Namibia | Lüderitz | Anchors with orange marker buoys abandoned. |
| 290 | RSA | Table Bay | Cardinal buoy out of position. |
| 291 | RSA | Elandsbaai | Scientific buoy moorings laid. |
| 293 | RSA | Lüderitz | Two life raft containers lost overboard. |
| 294 | RSA | False Bay | Gunnery exercise and pyrotechnics firing. |
| 296 | RSA | Southern False Bay | Gunnery exercise. |
| 297 | Namibia | Chamais Bay | 4 anchors left by MV Namakwa. |
| 298 | Namibia | Lüderitz | 4 anchors with unlit buoys. |
| 299 | RSA | Cape St Francis | 1 km rope with marker buoy attached. |
| 300 | RSA | Richards Bay | Pipe laying. |
| 301 | RSA | False Bay | Environmental buoys. |

VI ANNEX A

USA Government Special Warning in force 24 July 2003

SPECIAL WARNING NUMBER 120 WORLDWIDE

1. Due to recent events in the Middle East and the American Homeland, U.S. Forces worldwide are operating at a heightened state of readiness and taking additional defensive precautions against terrorists and other potential threats. Consequently, all aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces are requested to maintain radio contact with U.S. Forces on bridge-to-bridge channel 16, international air distress (121.5 Mhz VHF) or MILAIR distress (243.0 Mhz UHF).
- 2.. U.S. Forces will exercise appropriate measures in self-defence if warranted by the circumstances. Aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces will, by making prior contacts as described above, help make their intentions clear and avoid unnecessary initiation of such defensive measures.
3. U.S. Forces, especially when operating in confined waters, shall remain mindful of navigational considerations of aircraft, surface vessels, and sub-surface vessels in their immediate vicinity.
4. Nothing in the Special Warning is intended to impede or otherwise interfere with the freedom of navigation or overflight of any vessel or aircraft, or to limit or expand the inherent self-defence rights of U.S. Forces. This Special Warning is published solely to advise of the heightened state of readiness of U.S. Forces and to request that radio contact be maintained as described above. (Issued 16 Nov 2001).

VI

USA Government Special Warning in force 24 July 2003

SPECIAL WARNING NUMBER 121 PERSIAN GULF

1. Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are, critical to avoid the inadvertent use of force.
2. All vessels are advised that coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, sub-surface vessels and all aircraft approaching Coalition Naval Forces are advised to maintain radio contact on Bridge-to-Bridge channel 16, International Air Distress (121.5 MHZ VHF) or Military Air Distress (243.0 MHZ UHF).
3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying Naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.

HO-16 (July 2002)

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No

Name of ship or sender :

Address of sender :

.....

.....

Tel/Fax/Telex No. e-mail address of sender (if appropriate) :

General locality Subject :

Position : Lat :

Long :

SAN Chart(s) affected :

Edition dated :

Position fixing system used :

Datum set :

Latest Monthly Edition of Notice to Mariners held :

Publications affected : (Edition No date of latest supplement, page and Light List No. etc.)

Details:

A replacement copy of Chart(s) No(s) is required, but see 4 overleaf.

Signature of observer/reporter :

HYDROGRAPHIC NOTE

Forwarding information for South African Charts and Hydrographic Publications

INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer of the South African Navy, Private Bag X1, Tokai, 7966, or by Facimile 021 7872228 or E-mail *hydrosan@iafrica.com* when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary. The *Mariner's Handbook (NP 100) Chapter 8* gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.

2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Copies of this Form may be obtained gratis from the SAN Hydrographic Office at the above address or principal Chart Agents (see *Annual Notice to Mariners No.1*).

3. When a **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar and the readings of Loran, Decca, etc., should be quoted. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.

4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. When **soundings** are obtained *The Mariner's Handbook (NP 100)* should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of set should also be given.

6. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded,
- (b) the trace passing through the transmission line,
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

8. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.

9. **Port information** should be forwarded on Form HO-16a together with Form HO-16. Form HO-16a lists the information required for South African Sailing Directions and should be used as an *aide memoire*. Where there is insufficient space on the form an additional sheet should be used.

Note : An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.

HO-16a (March 2004)

**HYDROGRAPHIC NOTE FOR PORT
INFORMATION**

(To accompany Form HO-16)

Name of ship or sender :

Address of sender :

Ref. No.

.....

Date :

.....

| | |
|--|--|
| 1. NAME OF PORT | |
| 2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available. | |
| 3. ANCHORAGES Designation, depths, holding ground, shelter afforded. | |
| 4. PILOTAGE Authority for requests. Embarkation position. Regulations. | |
| 5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids. | |
| 6. TUGS Number available and max. hp. | |
| 7. WHARVES Names, numbers or positions. Lengths. Depths alongside. Heights above Chart Datum. Facilities available. | |
| 8. CARGO HOLDING Containers, lighters, Ro-Ro etc. | |
| 9. CRANES Brief details and max. capacity. | |

| | |
|--|--|
| <p>10. REPAIRS</p> <p>Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions. Hards or ramps. Divers.</p> | |
| <p>11. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, NSRI, etc.</p> | |
| <p>12. SUPPLIES</p> <p>Fuel with type and quantities available. Fresh water with rate of supply. Provisions.</p> | |
| <p>13. SERVICES</p> <p>Medical. De-ratting. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.</p> | |
| <p>14. COMMUNICATIONS</p> <p>Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.</p> | |
| <p>15. PORT AUTHORITY</p> <p>Designation, address and telephone number.</p> | |
| <p>16. SMALL CRAFT FACILITIES</p> <p>Information and facilities for small craft (eg yachts) visiting the port. Yacht Clubs, berths, etc.</p> | |
| <p>17. VIEWS</p> <p>Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc. Picture postcards may also be useful.</p> | |

Signature of observer/reporter

To accompany Notice to Mariners 60 of 2004

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) REPORTING SYSTEM

This Notice specifies South Africa's requirements for **pre-arrival** and **pre-entry** information; under the Merchant Shipping (Maritime Security) Regulations, 2004 wef 1 July 2004.

VESSELS THAT ARE REQUIRED TO SUBMIT PRE -ARRIVAL/PRE -ENTRY INFORMATION

1. **Pre-arrival** information is required from foreign passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages bound for South African ports.
2. **Pre-entry** information is required from foreign-going South African passenger ships, cargo ships of 500 or more gross tonnage and MODUs bound for a South African port.
3. These requirements **do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships, ships transiting South Africa's territorial waters.**

OPERATING PRINCIPLES

1. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the first point of contact for pre-arrival/pre-entry information.
2. A pre-arrival/pre-entry information report must be transmitted at least **96 hours** before the ship's expected time of arrival (ETA) at her first South African port. If the ship is arriving from a foreign port where the voyage time between ports is less than 96 hours, the master must ensure that the pre -arrival/pre-entry information is sent in compliance with the 96-hour requirement and updated when the ship clears the last foreign port.
3. The pre-arrival/pre-entry information report must be in **English**. It must be in **writing** and must be transmitted to the MRCC via Cape Town Radio on telex number **095 511 600**. (The prefix 095 is the international dialing code.) The format of the report must be in accordance with the format as laid down. A report will not be accepted via voice communication.
4. When a ship coasts between South African ports pre-arrival/pre-entry information is only required if the ship interfaces with another ship between ports. This pre-arrival/pre-entry information report must be transmitted as soon as possible but at least 5 hours before the ship's ETA.
5. Masters are cautioned that failure to transmit **complete** and **timeous** pre-arrival/pre-entry information could result in delays to the ship. (See Marine Notice No. 20 of 2004.) Ships whose masters refuse to give pre-arrival/pre-entry information will be denied entry into port.
6. In the interest of safety all ships are encouraged to participate in the South African Ship Reporting System (SAFREP). Detailed information regarding SAFREP can be found in Section 3 page 68 –74.

FORMAT FOR PRE-ARRIVAL/PRE-ENTRY INFORMATION REPORT

| Code Prefix | Content | Explanation |
|--------------------|---|---|
| A | Ship name/Call sign/Port of registry/Current security level on board | Ship name, call sign, port of registry of the ship, current security level e.g. /SHIPNAME/ABCD/MONROVIA/1// |
| B | Time | Time of report in UTC. 6 digit date time group giving day of the month and hours and minutes in UTC e.g. /291000// |
| C | Position | 4 digit group giving latitude in degrees and minutes suffixed with "N" (north) or "S" (south) and 5 digit group giving longitude in degrees and minutes suffixed with "E" (east) or "W" (west) e.g. /1212S 00527W// |
| D | Ship type | /CONTAINER// |
| E | Course | 3 digit group for the present true course being steered e.g. /052// |
| F | Speed | The ship's speed in knots with the decimal omitted e.g. 16.8 knots = /168// or 8.7 knots = /087// |
| G | IMO number | IMO ship identification number e.g. /IMO 1234567// |
| H | ISSC confirmation on board/Issuing authority | Confirmation yes or no (Y/N) and issuing authority e.g. /Y/BAHAMAS// |
| I | Business name of ship's agent at intended port of call | Name e.g. /STURROCKS// |
| J | First SA port of call and ETA and next port of call | Name of first SA port of call, ETA as per (B) above and next port of call e.g. /DURBAN/291000/SINGAPORE// |
| P1 | Last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MUMBAI/01062004/1/NIL/Y// |
| P2 | Second last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Second last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /PORT LOUIS/28052004/1/NIL/Y// |
| P3 | Third last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Third last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA/20052004/2/APPOINTED SECURITY COMPANY/Y// |
| P4 | Fourth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Fourth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /DAR ES SALAAM/14052004/1/NIL/Y// |
| P5 | Fifth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Fifth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA/10052004/1/NIL/Y// |

| Code Prefix | Content | Explanation |
|--------------------|---|---|
| P6 | Sixth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Sixth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /NACALA/02052004/1/NIL/Y// |
| P7 | Seventh last port of call/ Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Seventh last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /BEIRA/10042004/1/NIL/Y// |
| P8 | Eight last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Eight last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MAPUTO/06042004/1/NIL/Y// |
| P9 | Ninth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Ninth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /LUANDA/30032004/1/NIL/Y// |
| P10 | Tenth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Tenth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /WALVIS BAY/24032004/1/NIL/Y// |
| Q | Registered owner (or bareboat charterer) and contact details | Name of registered owner (or bareboat charterer)/Contact address/Telephone number/Fax number/E-mail address (if applicable) e.g./SA SHIPPING/ POBOX111CAPETOWN/ +21546783/ +21546787/ SHIPPING@SHIPPING.NET.ZA// |
| R | Ship security officer details | Name of ship security officer/ Rank of ship security officer e.g. /SMITH/CHOFF// |
| S | Company security officer details | Name of company security officer/ Contact telephone number/ Mobile telephone number/ E-mail address (if applicable) e.g. /HOUTEN/+215467824/ 0824352614/ JHOUTEN@SHIPPING.NET.ZA// |
| U | Details of cargo | General description of cargo on board and hazardous cargo as per IMDG Code e.g. /72 CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS 1.1// |
| W | Detail of persons on board, other than passenger or crew, with the reason for them being on board | Information about persons on board who are not passengers or crew showing full name, surname, date of birth (DDMMYYYY), nationality, passport number and reason for being on board (if available) e.g. /HENDRIK NONAME 06111949 SOUTH AFRICAN C12345/ MARY NONAME 02101954 SOUTH AFRICAN C12346/ SURVIVORS// |

SAMPLE OF PRE-ARRIVAL/PRE -ENTRY INFORMATION REPORT

A/SHIPNAME/ABCD/MONROVIA/1//
B/291000//
C/2512S 04527W//
D/CONTAINER//
E/146//
F/165//
G/IMO1234567//
H/Y/LIBERIA//
I/SMITHS SHIPPING//
J/DURBAN/021200/CAPE TOWN//
P1/PORT LOUIS/01062004/1/NIL/Y//
P2/BEIRA/28052004/2/APPOINTED SECURITY COMPANY/Y//
P3/MOMBASA/20052004/1/NIL/Y//
P4/MUMBAI/14052004/1/NIL/Y//
P5/COLOMBO/10052004/1/NIL/Y//
P6/KARACHI/02052004/2/APPOINTED SECURITY COMPANY/N//
P7/SEOUL/10042004/1/NIL/Y//
P8/HONGKONG/06042004/1/NIL/Y//
P9/BANGKOK/30032004/1/NIL/Y//
P10/SINGAPORE/24032004/1/NIL/Y//
Q/SA SHIPPING/POBOX111 CAPE TOWN/+21546783/+21546787/SHIPPING@SHIPPING.NET.ZA//
R/SMITH/CHOFF//
S/HOUTEN/+215467824/0824352614/JHOUTEN@SHIPPING.NET.ZA//
U/72 CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS 1.1//
W/HENDRIK NONAME 06111949 SOUTH AFRICAN C12345/MARY NONAME 02101954 SOUTH AFRICAN C12346/SURVIVORS//

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To accompany Notice to Mariners 58 of 2004

**SOUTH AFRICAN NOTICES TO MARINERS
NO 25 OF 2004**

New notice.

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) REPORTING SYSTEM

1. This Notice specifies South Africa's requirements for *pre-arrival* and *pre-entry* information; under the Merchant Shipping (Maritime Security) Regulations, 2004 wef 1 July 2004.

VESSELS THAT ARE REQUIRED TO SUBMIT PRE -ARRIVAL/PRE -ENTRY INFORMATION

1. *Pre-arrival* information is required from the following vessels on international voyages bound for South African ports:

- a. Foreign passenger ships.
- b. Cargo ships of 500 or more gross tonnage.
- c. Mobile offshore drilling units (MODUs).

2. *Pre-entry* information is required from the following vessels bound for a South African port:

- a. Foreign-going South African passenger ships.
- b. Cargo ships of 500 or more gross tonnage.
- c. Mobile offshore drilling units (MODUs).

3. These requirements **do not** apply to the following vessels:

- a. Fishing vessels.
- b. Vessels used solely for sport or recreation.
- c. Government ships engaged solely on non-commercial voyages.
- d. Coasting ships.
- e. Ships transiting South Africa's territorial waters.

ADHERE TO GROUND RULES WHEN REPORTING

1. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the first point of contact for pre-arrival/pre-entry information.

2. A pre-arrival/pre-entry information report must be transmitted at least 96 hours before the ship's expected time of arrival (ETA) at her first South African port. If the ship is arriving from a foreign port where the voyage time between ports is less than 96 hours, the master must ensure that the pre-arrival/pre-entry information is sent in compliance with the 96-hour requirement and updated when the ship clears the last foreign port.

3. The pre-arrival/pre-entry information report must be in English. It must be in writing and must be transmitted to the MRCC via Cape Town Radio on telex number 095 511 600. (The prefix 095 is the international dialing code.) The format of the report must be in accordance with the format as laid down. A report will not be accepted via voice communication.

4. When a ship coasts between South African ports pre-arrival/pre-entry information is only required if the ship interfaces with another ship between ports. This pre-arrival/pre-entry information report must be transmitted as soon as possible but at least 5 hours before the ship's ETA.

5. Masters are cautioned that failure to transmit *complete* and *timeous* pre-arrival/pre-entry information could result in delays to the ship. (See Marine Notice No. 20 of 2004.) Ships whose masters refuse to give pre-arrival/pre-entry information will be denied entry into port.

6. In the interest of safety all ships are encouraged to participate in the South African Ship Reporting System (SAFREP). Detailed information regarding SAFREP can be found in the Admiralty List of Radio Signals (Section 3) and South African List of Lights and Radio Signals (SAN HO -1 – Section 3).

FORMAT FOR PRE-ARRIVAL/PRE-ENTRY INFORMATION REPORT

| Code Prefix | Content | Explanation |
|-------------|---|---|
| A | Ship name/Call sign/Port of registry/Current security level on board | Ship name, call sign, port of registry of the ship, current security level e.g. /SHIPNAME/ABCD/MONROVIA/1// |
| B | Time | Time of report in UTC. 6 digit date time group giving day of the month and hours and minutes in UTC e.g. /291000// |
| C | Position | 4 digit group giving latitude in degrees and minutes suffixed with "N" (north) or "S" (south) and 5 digit group giving longitude in degrees and minutes suffixed with "E" (east) or "W" (west) e.g. /1212S 00527W// |
| D | Ship type | /CONTAINER// |
| E | Course | 3 digit group for the present true course being steered e.g. /052// |
| F | Speed | The ship's speed in knots with the decimal omitted e.g. 16.8 knots = /168// or 8.7 knots = /087// |
| G | IMO number | IMO ship identification number e.g. /IMO 1234567// |
| H | ISSC confirmation on board/Issuing authority | Confirmation yes or no (Y/N) and issuing authority e.g. /Y/BAHAMAS// |
| I | Business name of ship's agent at intended port of call | Name e.g. /STURROCKS// |
| J | First SA port of call and ETA and next port of call | Name of first SA port of call, ETA as per (B) above and next port of call e.g. /DURBAN/291000/SINGAPORE// |
| P1 | Last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MUMBAI/01062004/1/NIL/Y// |
| P2 | Second last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Second last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /PORT LOUIS/28052004/1/NIL/Y// |
| P3 | Third last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Third last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA/20052004/2/APPOINTED SECURITY COMPANY/Y// |
| P4 | Fourth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Fourth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /DAR ES SALAAM/14052004/1/NIL/Y// |

| Code Prefix | Content | Explanation |
|--------------------|---|--|
| P5 | Fifth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Fifth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship -port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA/10052004/1/NIL/Y// |
| P6 | Sixth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Sixth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship -port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /NACALA/02052004/1/NIL/Y// |
| P7 | Seventh last port of call/ Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Seventh last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship -port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /BEIRA/10042004/1/NIL/Y// |
| P8 | Eight last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Eight last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship -port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MAPUTO/06042004/1/NIL/Y// |
| P9 | Ninth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures | Ninth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship -port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /LUANDA/30032004/1/NIL/Y// |
| P10 | Tenth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures | Tenth last port of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship -port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /WALVIS BAY/24032004/1/NIL/Y// |
| Q | Registered owner (or bareboat charterer) and contact details | Name of registered owner (or bareboat charterer)/Contact address/Telephone number/Fax number/E -mail address (if applicable) e.g./SA SHIPPING/ POBOX111CAPETOWN/ +21546783/ +21546787/ SHIPPING@SHIPPING.NET.ZA// |
| R | Ship security officer details | Name of ship security officer/ Rank of ship security officer e.g. /SMITH/CHOFF// |
| S | Company security officer details | Name of company security officer/ Contact telephone number/ Mobile telephone number/ E-mail address (if applicable) e.g. /HOUTEN/+215467824/ 0824352614/ JHOUTEN@SHIPPING.NET.ZA// |
| U | Details of cargo | General description of cargo on board and hazardous cargo as per IMDG Code e.g. /72 CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS 1.1// |

| Code Prefix | Content | Explanation |
|--------------------|---|--|
| W | Detail of persons on board, other than passenger or crew, with the reason for them being on board | Information about persons on board who are not passengers or crew showing full name, surname, date of birth (DDMMYYYY), nationality, passport number and reason for being on board (if available) e.g. /HENDRIK NONAME 06111949 SOUTH AFRICAN C12345/ MARY NONAME 02101954 SOUTH AFRICAN C12346/ SURVIVORS// |

SAMPLE OF PRE-ARRIVAL/PRE -ENTRY INFORMATION REPORT

A/SHIPNAME/ABCD/MONROVIA/1//
B/291000//
C/2512S 04527W//
D/CONTAINER//
E/146//
F/165//
G/IMO1234567//
H/Y/LIBERIA//
I/SMITHS SHIPPING//
J/DURBAN/021200/CAPE TOWN//
P1/PORT LOUIS/01062004/1/NIL/Y//
P2/BEIRA/28052004/2/APPOINTED SECURITY COMPANY/Y//
P3/MOMBASA/20052004/1/NIL/Y//
P4/MUMBAI/14052004/1/NIL/Y//
P5/COLOMBO/10052004/1/NIL/Y//
P6/KARACHI/02052004/2/APPOINTED SECURITY COMPANY/N//
P7/SEOUL/10042004/1/NIL/Y//
P8/HONGKONG/06042004/1/NIL/Y//
P9/BANGKOK/30032004/1/NIL/Y//
P10/SINGAPORE/24032004/1/NIL/Y//
Q/SA SHIPPING/POBOX111 CAPE TOWN/+21546783/+21546787/SHIPPING@SHIPPING.NET.ZA//
R/SMITH/CHOFF//
S/HOUTEN/+215467824/0824352614/JHOUTEN@SHIPPING.NET.ZA//
U/72 CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS 1.1//
W/HENDRIK NONAME 06111949 SOUTH AFRICAN C12345/MARY NONAME 02101954 SOUTH AFRICAN C12346/SURVIVORS//

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**SOUTH AFRICAN NOTICES TO MARINERS
NO 26 OF 2004**

New Notice.

**IMPLEMENTING THE MERCHANT SHIPPING (MARITIME SECURITY) REGULATIONS,
2004, IN SOUTH AFRICAN WATERS AND PORTS**

PURPOSE

1. This notice provides general guidance on South Africa's implementation of SOLAS Chapter XI -2 and the (International Ship and Port Facility Security) ISPS Code, as given effect by the Merchant Shipping (Maritime Security) Regulations, 2004.
2. South Africa has implemented the maritime security requirements and the ISPS Code. These regulations apply to South Africa's seven major ports (Saldanha Bay, Cape Town, Mossel Bay, Port Elizabeth, East London, Durban and Richards Bay).

TO WHOM DOES THESE REGULATIONS APPLY?

These regulations apply to passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages. These regulations do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships, and ships transiting South Africa's territorial waters.

CERTIFICATION OF SOUTH AFRICAN SHIPS

The South African Maritime Safety Authority (SAMSA) is responsible for approving ship security plans for South African ships, for verifying compliance with plans, and for issuing the International Ship Security Certificate (ISSC) and Continuous Synopsis Record (CSR).

SECURITY LEVEL IN SOUTH AFRICA'S TERRITORIAL WATERS

Security level 1 applies in South Africa's territorial waters. Any change of security level, or its area of application, will be notified by marine notice, navigational warning and notice to mariners.

PORT SECURITY

Security level 1 is the default security level applying in South Africa's seven major ports (and the port facilities in these ports). Any change of security level must be declared by the Director -General: Transport, who is required to give proper notice of the declaration.

INFORMATION ABOUT PORT SECURITY OFFICERS (PSOs)

The contact number in **bold print** in the table is the 24-hour contact number for the PSO. Information regarding port facility security officers (PFSOs) can be obtained from the PSO, the port facility operator or the local ship's agent.

| Port | Name | Telephone (24-hour) | Facsimile | Mobile |
|----------------|-------------------------|----------------------------|------------------|---------------|
| Saldanha Bay | Mr S. Gaika | (022) 703 4339 | (022) 714 3019 | 083 285 3505 |
| Cape Town | Mr S. Esau | (021) 449 1423 | (021) 449 2274 | 083 452 6765 |
| Mossel Bay | Ms D. Hlagala | 073 548 6306 | (044) 604 6232 | 073 548 6306 |
| Port Elizabeth | Mr M. Mwelase | (041) 507 1910 | (041) 507 1963 | 083 383 6930 |
| East London | Mr G. Kingsley -Wilkins | (043) 700 2060 | (043) 700 2070 | 083 417 3920 |
| Durban | Mr B. Ngwenya | (031) 361 3770 | (031) 361 8393 | 083 709 1440 |

| Port | Name | Telephone (24-hour) | Facsimile | Mobile |
|--|-----------------|---------------------|----------------|--------------|
| Richard's Bay | Mr H.J. Strydom | (035) 905 3535 | (035) 905 3133 | 083 286 2094 |
| The international dialing code prefix for South Africa is +27. The local area code prefix is shown in brackets in the table above. When dialing from outside South Africa, dispense with the 0 in the local code prefix. | | | | |

NATIONAL CONTACT POINT

1. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the national contact point for ships arriving on the South African coast. Pre-arrival and pre-entry information must be sent to the MRCC, who will distribute it to the appropriate authorities. See South African Notice to Mariners No 25 of 2004 for further information regarding requirements for pre-arrival and pre-entry information.

2. The MRCC's duty officer can be contacted through Cape Town Radio or as follows:

Telephone: +27 (021) 938 3300
 Facsimile: +27 (021) 938 3309
 E-mail: mrcc.ct@samsa.org.za

SHIPS EXPOSED TO THREAT

1. A ship under threat in territorial waters can communicate with the MRCC, who will forward the alert to the appropriate authorities. A ship under threat in a South African port can communicate with the local Port Control or the PSO or PFSO or the MRCC.

2. A ship security alert signal from a foreign flagged ship will go to the shipowner or flag State and will only be received by the MRCC if the flag State or owner forwards the alert to the MRCC.

FAILURE TO SUBMIT PRE-ARRIVAL OR PRE-ENTRY INFORMATION

A foreign flagged ship that fails to submit complete and timely pre-arrival information will be denied entry into port until complete information has been given and processed. Entry will be denied to ships whose masters refuse to give pre-arrival/pre-entry information. Masters are encouraged to ensure that the requirements for pre-arrival/pre-entry information reports are complied with timeously to avoid delays. (See South African Notice to Mariners No 25 of 2004).

ANCHORING OUTSIDE PORT LIMITS

Masters, owners and operators are reminded that it is an offence in terms of the Marine Traffic Act, 1981, to anchor a ship for repairs in the territorial or internal water outside port limits without permission from SAMSA. Permission to anchor may be obtained by submitting to the MRCC a pre-arrival information report together with a request to anchor. The MRCC will forward the request to the local Principal Officer for decision.

EMERGENCY ANCHORING

A ship that has to anchor in an emergency must make the request as soon as possible but at least within one hour after anchoring. Masters are reminded that SAMSA has the authority, even in an emergency, to set conditions for anchoring.

SOUTH AFRICAN SHIP REPORTING SYSTEM (SAFREP)

In the interests of safety all ships are encouraged to participate in the SAFREP. This system assists in search and rescue by providing up-to-date information on shipping in the event of a maritime casualty. Participation in the system is voluntary. Detailed information regarding SAFREP can be found in the Admiralty List of Radio Signals (Section 3) and South African List of Lights and Radio Signals (SAN HO-1 – Section 3).

Source: SAMSA

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